

Do Nothing Alternative:

An alternative to any proposed improvement is a "do nothing" option. There can be varying degrees of a "do nothing" policy, meaning no highway improvements to the existing network, to a partial "do nothing" policy, meaning no new highways (only minor improvements to the existing system). **Figure 5** highlights the areas where facilities are at or near the practical capacity for the design year of 2020. Some of the major advantages of doing nothing are:

- (1) No capital investment.
- (2) No removal of landscaping.
- (3) No additional land acquisition.
- (4) No displacement of people or business as a result of construction.

However, there are a number of disadvantages to a "do nothing" policy which would have significant adverse effects on the urban environment. These include:

- (1) Increased traffic congestion on major facilities resulting in increased air pollution and driver frustration.
- (2) Social, health, and safety standards would deteriorate.
- (3) Increased driving time and road user costs.
- (4) Increased accidents.
- (5) Reduced mobility for emergency vehicles.
- (6) Loss of potential gains in commerce trade due to congestion.

The most dramatic consequence of this option is the poor operations of the Broad Avenue/Hamlet Avenue corridor. It is estimated that the amount of traffic on this facility will double by the design year. However, the proposed US 74 Bypass (TIP project R-512 will relieve most of the through trip traffic from the corridor. However, by the design year of 2020, local traffic along Broad Avenue is expected to increase to the current level of congestion even with the implementation of the US 74 Bypass and US 1 Bypass. The increase in congestion level can be attributed to the existing and anticipated commercial development along existing US 74. Without access control measures and limiting the number of curb cuts for commercial development along this corridor, travellers will experience stop-and-go progression and poor Levels-of-Service on a significant portion of Broad Avenue/Hamlet Avenue within the planning area. Couple this with the inevitable incident along the facility and grid-lock may occur. Whether it is a stalled vehicle or an accident, incidents are the number one cause for highway congestion.